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SECTION 01
PROJECT UPDATE
DEVELOPMENT OBJECTIVES

- Integrate with neighborhood
- Human-scaled materials and detail
- Active uses at the street
- Community identity
- Reference to historic neighbor
- Connection to downtown
- Natural setting, near Freeway Park
- Views of downtown
- Acknowledge place on the hill
- Near public transit and bike routes
- Two residential towers
- High quality development
- 500+ residential units
- Variety of unit types
- Eight levels of below-grade parking
- Ground level retail
- Open space
- Alley vacation
EXISTING SITE - SURVEY

EXISTING ALLEY
3,842 SF
NEIGHBORHOOD OUTREACH / CITY PROCESS

- Town Hall Seattle
- First Hill Improvement Association
- Freeway Park Association
- Early Design Guidance
- MUP under review
- Seattle City Light (UMP / Power)
- SDOT 30% SIP under review
- SDOT EDG Review Meeting
PROPOSAL COMPARISON

NO ALLEY VACATION

Residential Podium / Townhomes

FAR Utilization = 100%

12,000 SF Floor Plate

9,500 SF Floor Plate

ALLEY VACATION

Open Space at Ground Plane

FAR Utilization = 92%

9,500 SF Floor Plate

9,500 SF Floor Plate

FAR Utilization = 92%
PROPOSAL COMPARISON

NO ALLEY VACATION

View across Seneca Street from Freeway Park

ALLEY VACATION

View across Seneca Street from Freeway Park
1. Town Hall Plaza
2. Connection to Freeway Park
3. Freeway Park Entrance
4. Woonerf (Fire Accessible)
5. Pedestrian Mews with Seating
6. Wood Seating Platform
7. Stair Connection to Plaza
8. Terraced Grove
9. Bioretention Planters
10. Cascading Water Feature
11. Restaurant Seating
12. Planters
13. Accessible Ramp
14. Entry Terrace
15. Building Lobby Entrances
16. Residential Units
17. Town Hall Entrances
18. Retail Entry
19. Splash Pads
20. Parking Entry
1. Confirm that the relocation of utilities will not create long term maintenance issues for Town Hall.

2. Provide a wayfinding plan that includes publicly accessible and ADA routes through the project site.

3. Provide greater distinction between pedestrian and loading areas near the Town Hall property.

4. Provide a massing study for existing and proposed projects occurring on the surrounding blocks.

5. Minimize landscaping edges between on-site programmed spaces.
COMMENT 01

Confirm that the relocation of utilities will not create long term maintenance issues for Town Hall.
EXISTING UTILITIES

- Electrical
- Sewer
- Steam
- Telecommunications

UTILITY COORDINATION

- SDOT
- Seattle City Light
- Seattle Steam
- Seattle Public Utilities
- Puget Sound Energy
- Century Link
- Madison BRT
SDC COMMENT 01
PROPOSED UTILITIES

1. No impact on Town Hall
2. No impact to Steam Line
3. CLT vault moves north
4. SCL vault moves to Hubbell
5. SCL duct bank along Hubbell
COMMENT 02

Provide a wayfinding plan that includes publicly accessible and ADA routes through the project site.
Plan reviewed by accessibility consultant, Karen Braitmayer

All entries are accessible

Plaza accessible from Seneca and 8th Avenue

Accessible route to 8th Avenue is provided through site

Public elevator provided at 8th Avenue mews

Signs noting route and public amenity placed at key locations
East Elevation 8th Avenue
North Elevation Plaza and Mews
COMMENT 03

Provide greater distinction between pedestrian and loading areas near the Town Hall property.
SDC COMMENT 03
LOADING AREAS AT TOWN HALL

EVENTS
- Events are typically in the evening
- Some daytime events on weekends
- Accessible drop-off, 5-10 cars on a busy night, typically less

WEEKDAY LOADING
- 1-2 box trucks per day for UPS, office supplies, and cafe food and beverages

EVENT EQUIPMENT LOADING
- Equipment is delivered at various times, from morning to early evening
- Typical loading time is late afternoon to early evening
- 1-2 cars are typical for loading
- Some months an event requires a box truck for equipment
- A handful of events each week require a late afternoon catering van
- End of the night loading occurs before 11pm or the next morning
• Tower loading and services located below grade
• Tower delivery drop-off located along Spring Street
• Bollards at Town Hall queuing
• Bollards at Plaza Entrance
• Planting along Town Hall
HUBBELL PLACE
GARAGE ENTRY

Driveway Planting: 6'-0" Planting
Sidewalk: 6'-0"
VARIES: Planting
Driveway: 24'-0"

233.5' | 231.5'
COMMENT 04

Provide a massing study for existing and proposed projects occurring on the surrounding blocks.
EXISTING NEIGHBORHOOD CONTEXT

Convention Center, Town Hall, Jeanboni House, St. James Cathedral, Shinsaib / Green House, Park Place, Office, Freeway Park, First United Methodist Church, YWCA Condominiums, Virginia Mason Medical Campus, Sweden Medical Campus, Sorrento Hotel, Eagles Temple Building, Rainier Club, IBM, Office.
PROPOSED NEIGHBORHOOD PROJECTS
PROPOSED NEIGHBORHOOD PROJECTS
COMMENT 05

Minimize landscaping edges between on-site programmed spaces.
South Elevation Spring Street
Section 1 Sidewalk near Entry

Section 2 Sidewalk at residential units
East Elevation 8th Avenue
Section 8th Avenue Sidewalk

EXISTING TREE TO REMAIN

BIKE RACK

Resid.

Retail
LANDSCAPE EDGES
8TH AVENUE AT MEWS

Section 8th Avenue Sidewalk and Mews Connection
LANDSCAPE EDGES
8TH AVENUE AT MEWS

8th Avenue
Woonerf
Hubbell Place
Section through Plaza looking east
West Elevation Woonerf
East Elevation

Spring Street

Restaurant Seating

Plaza

Seneca Street
PROPOSAL COMPARISON

URBAN DESIGN MERIT SUMMARY

ACCESS AND CIRCULATION
1. Maximizes circulation through site
2. Provides connection to downtown
3. Coordinates with Town Hall’s new entry
4. Maximizes Town Hall’s visibility
5. Enhances pedestrian experience
6. Consolidates vehicle entries
7. Separates vehicles from public entries
8. Reduces slope of site near Town Hall entry
9. Allows wider area for Town Hall loading

UTILITIES
1. No impact

OPEN SPACE
1. More open space
2. Compliments Town Hall Entry
3. Strong connection to Freeway Park
4. Consistent with the PRAP
5. Better visibility of new Town Hall entry
6. Enhanced pedestrian experience
7. Enhanced landscaping

AIR / LIGHT / VIEWS
1. More air is provided between the towers
2. More air is provided at the base
3. More air is provided next to Town Hall
4. Town Hall is visible from Spring Street
5. Town Hall Public Entry is visible from Hubbell
6. Enhanced pedestrian experience
7. Enhanced landscaping